LEVY COUNTY BOARD OF COUNTY COMMISSIONERS
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Joint Workshop Agenda
March 17, 2026
1:00 PM

Public Live Streaming Information

levycofl.portal.civicclerk.com

BUSINESS OR INFORMATIONAL ITEMS:

LEVY COUNTY MANAGER – Mary-Ellen Harper, County Manager

1. Public Workshop 6 focuses on Infrastructure, Transportation and Capital Improvements.

Adjourn

Should any agency or person decide to appeal any decision made by the Board with respect to any matter considered at this meeting, such agency or person will need a record of the proceedings, and for such purpose, may need to ensure that a verbatim record of the proceeding is made, which record includes the testimony and evidence upon which the appeal is to be based.

In accordance with the Americans with Disabilities Act, person needing a special accommodation or an interpreter to participate in the proceeding should contact the County Clerk's Office at (352) 486-5266, or the Office of the Board of County Commissioners at (352) 486-5217, at least two (2) days prior to the date of the meeting. Hearing-impaired persons can access the foregoing telephone number by contacting the Florida Relay Service at 1-800-955-8770 (Voice) or 1-800-955-8771 (TDD).

Levy County Board of County Commissioners Agenda Item Summary Form

1. **Name and Title:** Mary-Ellen Harper
2. **Department:** County Manager
3. **Meeting Date:** Tuesday, March 17, 2026
4. **Requested Action:**
   Public Workshop 6 focuses on Infrastructure, Transportation and Capital Improvements.
5. **Cost & Funding Source:**
   NA
6. **Justification of Request:**
   Levy County is initiating a complete re-write of all Elements of the County's Comprehensive Plan, which is required by State law to be completed and adopted by the end of 2026, however any amendments proposed must be within the confines of SB180.

   To encourage public involvement and facilitate collaboration between the Planning Commission and the Levy County Board of County Commissioners (BoCC), a series of Joint Workshops will be held in the coming months.

   All Joint Workshops will be held in the Government Center Cafeteria, 310 School Street, Bronson.

   Schedule
   Project Kick-Off Presentation- Tuesday, October 7, 2025 at 1:00 p.m.
   Workshop 1: Vision Statement & Strategic initiatives- Tuesday, November 4, 2025 at 1:00 p.m.
   Workshop 2: Future Land Use Element- Tuesday, December 2, 2025 at 1:00 p.m.
   Added Night Offering Workshop 2: Monday, December 8, 2025 at 6:00 p.m.
   Workshop 3: Economic Development and Housing- Tuesday, January 13, 2026 at 9:00 a.m.
   Workshop 4: Conservation, Coastal, Springs & Recreation/ Open Space - Tuesday, February 3, 2026 at 1:00 p.m.
   Workshop 5: Intergovernmental Coordination and Public Schools - Tuesday, February 17, 2026 at 1:00 p.m.
   Workshop 6: Infrastructure, Transportation and Capital Improvements - Tuesday, March 17, 2026 at 1:00 p.m.

   Why Public Participation Matters
   Resident input is critical to shaping a Comprehensive Plan that reflects Levy County's unique character and priorities. By participating, the public helps:

   - Ensure the plan reflects the community's values and vision.
   - Provide local knowledge that leads to stronger, more informed decisions.
   - Build trust and transparency in the planning process.
   - Guide growth in ways that protect natural resources and preserve community character.
   - Create a shared sense of ownership in Levy County's future.

   These joint Workshops are open to the public, and residents are encouraged to attend and share input on the future of Levy County.

310 School Street, Suite 112, Bronson Florida 32621
Telephone (352) 486-5218 Fax (352) 486-5167
E-mail: levybocc@levycounty.org Website: www.levycounty.org

Handout #1: Fast Facts & Current Snapshot

Why this matters

- This workshop focuses on the Transportation, Infrastructure, and Capital Improvements elements of the 2050 Comprehensive Plan.
- The goal is to confirm the priorities, problem areas, and policy directions that should shape draft updates.
- Please think about both countywide issues and place-specific issues: corridors, intersections, drainage problems, utility service gaps, and growth areas.

What We Know So Far: The Baseline Data

Topic	Current Snapshot & 2050 Outlook
Growth & Concurrency	The County will grow to **54,238 residents by 2050**. By law, infrastructure (roads, water, schools) must be built *concurrently* (at the same time) as new development.
Capital Improvements	**"Pay as you grow."** Developers are required to pay their proportionate fair share (via impact fees or building infrastructure themselves) so existing taxpayers aren't burdened by new growth.
Coastal Spending	The Plan limits public tax dollars from subsidizing new development in the Coastal High Hazard Area (CHHA). Funds there are reserved for essential safety, evacuation routes, and public beach/boat access.
Transportation Corridors	US 19/98, US 27, and SR 24 remain key corridors. Most roads operate at safe, acceptable levels (LOS B or C). *Current policy firmly resists new greenfield toll roads through ag/conservation lands*.
Water & Wastewater	**We have capacity.** Average water use is ~107.5 gallons/person/day (below the 150g limit). Wastewater flow is ~20.7 gallons (below the 100g limit). The goal is to maximize these systems rather than sprawling outward.
Solid Waste	**We have a challenge.** Solid waste generation averaged **5.07 lbs.** per person/day in 2023, above our standard of **2.8 lbs**. It will require policy updates for recycling and disposal to save landfill space.

SWOT Themes	Participants previously noted regional access as both a strength and a weakness, but expressed frustration with scattered development, a lack of local public transit, and a lack of local control over heavy utility infrastructure.
State Law Context (SB 180)	A recent state law temporarily prohibits local governments from adopting any new planning rules that are "more restrictive or burdensome" on development until late 2027. Therefore, our immediate focus is on creating **incentives for good growth** and **smartly prioritizing County tax dollars**, rather than enacting new bans or restrictions.

Handout #2: Community Comment & Discussion Worksheet

Use this sheet to capture your priorities, locations, and policy ideas.
Your answers will directly inform the drafting of the 2050 Comprehensive Plan.

1. Managing Growth & Utilities

The County wants to encourage growth near existing towns to prevent sprawl. Because current state law limits our ability to strictly ban private "package" water/sewer plants, how should we handle large-scale rural development proposals? *(Check all that apply)*

☐ **Focus on Incentives:** Offer density bonuses or expedited permitting to developers who choose to build *inside* existing Municipal Service Districts instead of rural areas.

☐ **Strict Conditions:** If a developer builds a package plant in a rural area, require them to pay 100% of the costs and turn the facility over to the public to ensure it is maintained properly.

Other Ideas: _____

_____

2. Solving the Solid Waste Problem

Our data shows we are producing nearly double our target for trash per person. Which strategies would you support adding to the 2050 Plan? *(Check all that apply)*

☐ Expand public recycling drop-off locations/transfer stations.

☐ Implement mandatory yard-waste separation (no leaves/branches in normal trash).

☐ Explore a countywide franchised or licensed trash collection system to improve efficiency.

☐ Host more frequent "hazardous waste" and "bulk item" drop-off days.

3. Transportation Safety & Commercial Nodes

We want to avoid "strip mall sprawl." While we cannot currently take away existing commercial zoning, we *can* designate future "commercial nodes" and incentivize businesses to locate there.

- Name 1 or 2 intersections along US-19, US-27, or SR-24 that make the most sense to prioritize for future concentrated commercial growth:

  1. _____

  2. _____

- **Specific Locations for Safety Improvements:** Which roads, corridors, or intersections require the most urgent safety, access, or drainage improvements before 2050?

_____

_____

3. Coastal Infrastructure & Tax Dollars

The County restricts spending tax dollars to subsidize growth in Coastal High Hazard Areas. Should the County continue to strictly limit coastal infrastructure spending to *only* evacuation routes, safety, and public boat/beach access?

☐ **Yes, protect taxpayers and limit coastal development subsidies.**

☐ **No, the County should invest more broadly in coastal communities.**

Additional Comments: _____

_____

_____

_____

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_____

Handout #3: Infrastructure Priority Ranking

Part A: Rate the Issues

Please rate the following transportation and infrastructure issues based on how urgently the County needs to address them in the 2050 Comprehensive Plan.

Issue	High Priority	Medium Priority	Low Priority	Specific Notes / Locations
Road Safety / Access Management	☐	☐	☐	
Regional Transit & Connectivity	☐	☐	☐	
Water / Sewer Expansion	☐	☐	☐	
Drainage / Flooding / Washouts	☐	☐	☐	
Solid Waste / Landfill Lifespan	☐	☐	☐	
Protecting Ag land from Toll Roads	☐	☐	☐	

Part B: Your Top 3 Investments

The County cannot fund every project at once. If you were in charge of prioritizing the County's infrastructure goals for the next decade, what would be your **TOP 3** absolute priorities? *(Check exactly 3)*

☐ **Rural Road Paving:** Paving and maintaining existing dirt roads in rural residential areas.

☐ **Fixing Old Subdivisions:** Extending central water and sewer to older subdivisions to replace failing septic tanks.

☐ **Public Transit:** Creating daily bus or shuttle routes connecting Levy County to job centers/hospitals in Alachua and Marion counties.

☐ **Active Transit:** Building more sidewalks, crosswalks, and paved multi-use trails.

☐ **Solid Waste Upgrades:** Building new waste transfer stations and expanding recycling facilities.

☐ **Intersection Safety:** Adding turn lanes, lighting, and signals to dangerous intersections on state and county highways.

☐ **Policy Cleanup:** Strengthening ordinances to fight unwanted outside infrastructure (toll roads, massive utility corridors, etc.).

Final Thought:
What is the ***one*** transportation or infrastructure issue the 2050 Comprehensive Plan must address more clearly than it does today?

General Information

The Suwannee River Water Management District (SRWMD) authorized a feasibility study in February 2022 to evaluate a regional water and wastewater system for Levy County, specifically focusing on Cedar Key, Bronson, and Otter Creek.

Study Objectives and Scope

The primary goal of the study is to assess the potential for a regional utility solution to address individual system concerns in these municipalities.

- **Regional Approach:** Evaluation of existing wastewater facilities and future growth needs to examine the feasibility of a joint regional project.
- **Alternative Water Supply (AWS):** Identifying opportunities for reuse and alternative water sources to reduce groundwater pumping and protect the Floridan Aquifer.
- **Environmental Goals:** Supporting coastal resilience by reducing the number of septic tanks and maximizing water reuse in the **Lower Waccasassa Basin**.
- **Funding:** The study was funded by a grant from the **Florida Department of Environmental Protection (FDEP)** for Alternative Water Supply Feasibility Studies.

Project Outcomes and Current Status

Since the initial feasibility study, the project has transitioned into further planning and funding stages:

- **W3C Regional System:** As of May 2024, the **Waccasassa Water and Wastewater Cooperative (W3C)** has proposed a **$120 million** regional potable water and wastewater project.
- **Implementation:** Current efforts include specific sub-projects such as the **Bronson Septic Tank Phase Out Project**, which aims to convert 270 septic systems to central sewer to reduce nitrogen loads.
- **Collaboration:** The initiative is a collaborative effort between Levy County, the affected municipalities, and the SRWMD.

The **Waccasassa Water and Wastewater Cooperative (W3C)** project, which grew out of the initial Suwannee River Water Management District (SRWMD) feasibility study, is currently in the planning and design phase. As of late 2025 and early 2026, the project has secured initial state funding to move toward construction.

Current Funding Status

The project is estimated to cost between **$120 million and $138 million**.

- **Grants Secured:** Over $900,000 has been awarded to date by the Florida Department of Environmental Protection (FDEP), Florida Department of Commerce, and SRWMD for pre-planning and testing.
- **Forgivable Loans:** FDEP has committed loans with high principal forgiveness—up to 50% for water and 80% for wastewater—to support the regional system.
- **Legislative Requests:** For the 2025-2026 and 2026-2027 fiscal years, funding requests include $1.5 million for land acquisition to relocate Cedar Key's drinking water facilities and $1.7 million to begin engineering and design of the new mainland treatment plant.

Engineering and Operational Plans

The "W3C" regional system aims to create a "hub-and-spoke" utility model to replace aging, vulnerable infrastructure.

- **Phased Infrastructure:**
    - **Phase I:** Targets a capacity of 500,000 gallons of water and 400,000 gallons of wastewater treatment per day.
    - **Pipeline Network:** A regional pipeline will transport groundwater from the Bronson area to Otter Creek and Cedar Key, with reclaimed sewage effluent pumped back to Bronson for treatment and aquifer recharge.
- **Relocation:** A critical engineering goal is moving Cedar Key's treatment facilities off the island to the mainland to mitigate risks from storm surges and saltwater intrusion.
- **Shared Capacity:** The current allocation for Phase I is divided among members: Bronson (51%), Cedar Key (45%), and Otter Creek (4%).
- **Septic-to-Sewer:** Plans include the Bronson Septic Tank Phase Out, targeting the conversion of 270 septic systems to central sewer to protect the Lower Waccasassa Basin.

Timeline

- **Construction Start:** Most major sub-projects are aiming for construction activity between **2025 and 2027**, following the completion of design and permitting.
- **Projected Completion:** The goal for full operational status of the regional pipeline is **2030**

Source: *Suwanee River Water Management District & Waccasassa Water and Wastewater Cooperative (W3C) Facilities Plan*

INFRASTRUCTURE CONSULTING & ENGINEERING

Levy County 2050 Plan Update Workshop #6 - Infrastructure, Transportation & Capital Improvements

Community-Driven Planning for a Resilient, Thriving Future

March 17, 2026


HAPPY
St. Patrick's Day

Welcome & Overview

Purpose of today's Workshop



Infrastructure: Assess current capacity for Water, Wastewater, and Solid Waste.



Transportation: Review Transportation networks, safety, and regional connectivity.



Capital Improvements: How we fund, prioritize, and manage growth.

Goal for Today: Identify top strategies to prioritize in the 2050 Comprehensive Plan.

The Planning Challenge: Growth vs. Services



Cost of Sprawl: Scattered development in rural subdivisions is difficult and costly to serve.



Regional Pressures: Balancing local rural character with regional traffic demands and large utility corridors.



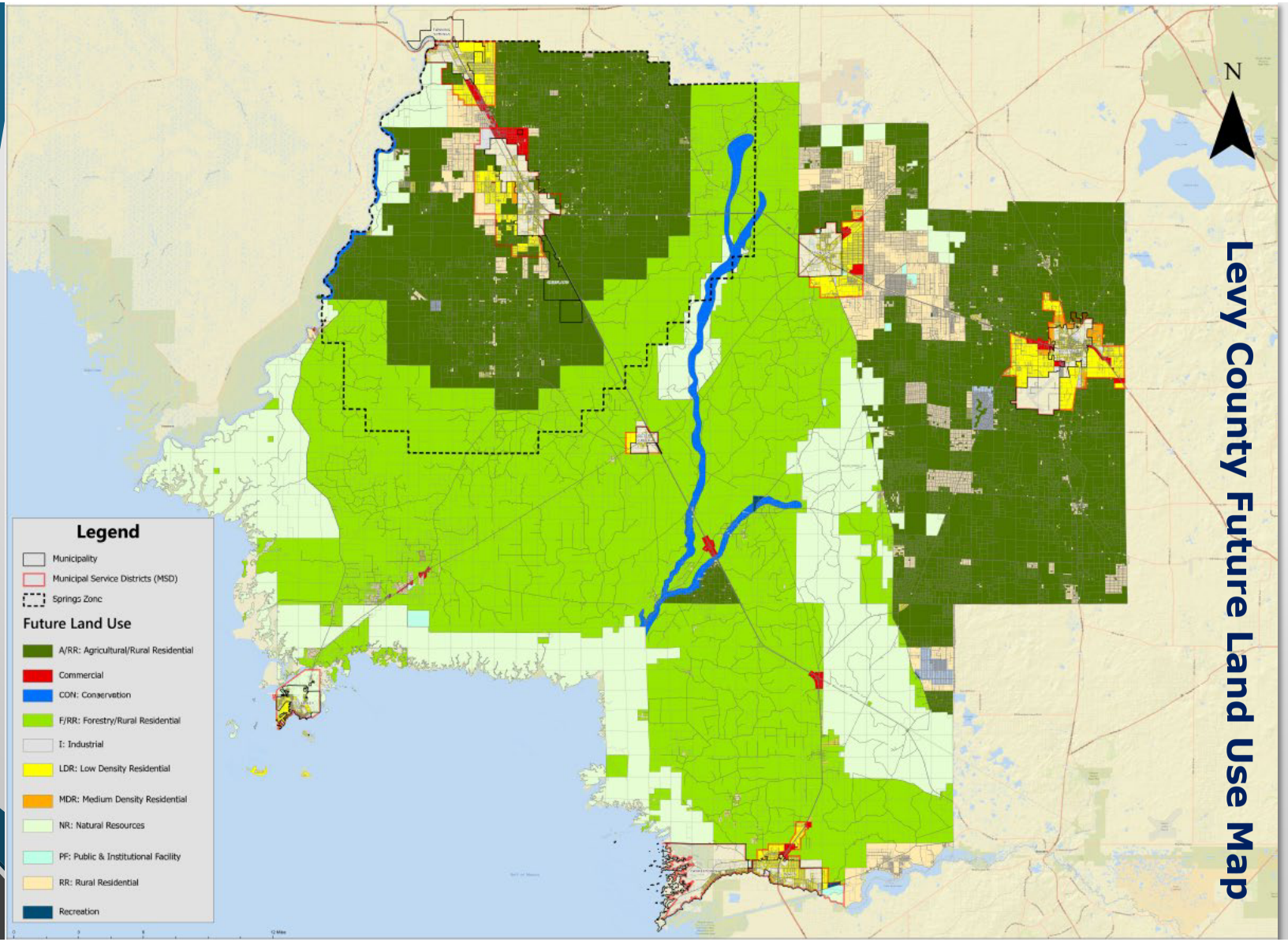
Funding the Future: Generating enough revenue to maintain existing roads/facilities while ensuring new growth pays its fair share.



Current State Law (SB 180): Temporarily limits the County from adopting "more restrictive or burdensome" land use rules.

Unincorporated Land Use Distribution

Future Land Use Category	Acreage	Percentage	Density (Units/Acre)
Natural Resources and Conservation (NR-CON)	123,767	18.0%	0
Forestry/Rural Residential (F/RR)	291,888	42.4%	1U/20 acres
Agricultural/Rural Residential (A/RR)	223,130	32.4%	1U/10 acres
Rural Residential (RR)	27,127	4.0%	1U/3 acres
Urban Low-Density Residential (LDR)	12,920	1.9%	1U/1 acre
Urban Medium Density Residential (MDR)	1,281	0.2%	5U/1 acre
Commercial (C)	2,226	0.32%	N/A
Industrial (I)	629.66	0.09%	N/A
Recreation (REC)	160	0.02%	0
Public & Institutional Facilities (PF)	4,364	0.64%	0

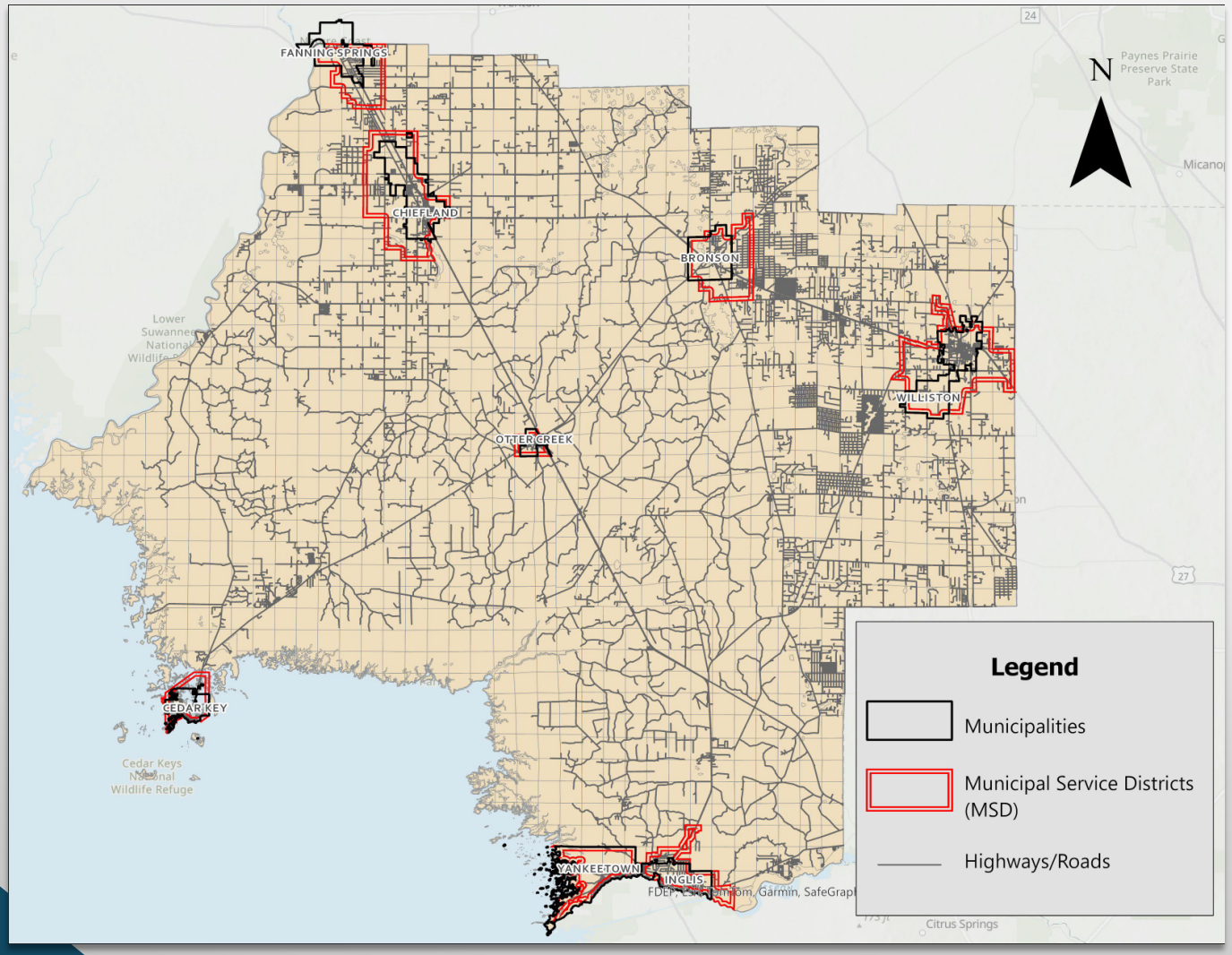


Levy County Future Land Use Map

What We Heard So Far

- **Connectivity:** Residents want better regional connectivity to job centers and better local transit options.
- **Infrastructure limitations:** A lack of central sewer, drainage, and broadband limits viable growth; old septic systems pose environmental threats.
- **Smart Growth:** Strong support for directing development to designated nodes to prevent strip sprawl.
- **Local Role and State Preemption:** Concern that decisions are increasingly shaped by state-mandated processes that limit the County's ability to influence siting, scale, and community compatibility.

Municipal Service Districts



Municipal Service District (MSD) is a legal taxing entity already in place in Levy for things like fire/EMS (per §125.01),

MSD vs MSA: What's the Difference?

Municipal Service District (MSD) From Levy County Comp Plan:

- Existing Legal special taxing district under Florida Statutes §125.01(1)(q)
- Funds specific services (e.g., fire, EMS, garbage) in unincorporated areas
- Can levy non-ad valorem assessments or taxes

Municipal Service Areas (MSAs):

- Planning tool used in Comp Plans or Interlocal Agreements
- Identifies where services like sewer are expected to expand
- Guides growth boundaries and infrastructure coordination
- Chapter 163, F.S. encourages the use of MSAs in comprehensive planning to coordinate utility extensions between the County and the cities.

Infrastructure Data – Water & Wastewater

Water & Sewer capacity exists, but service geography matters.

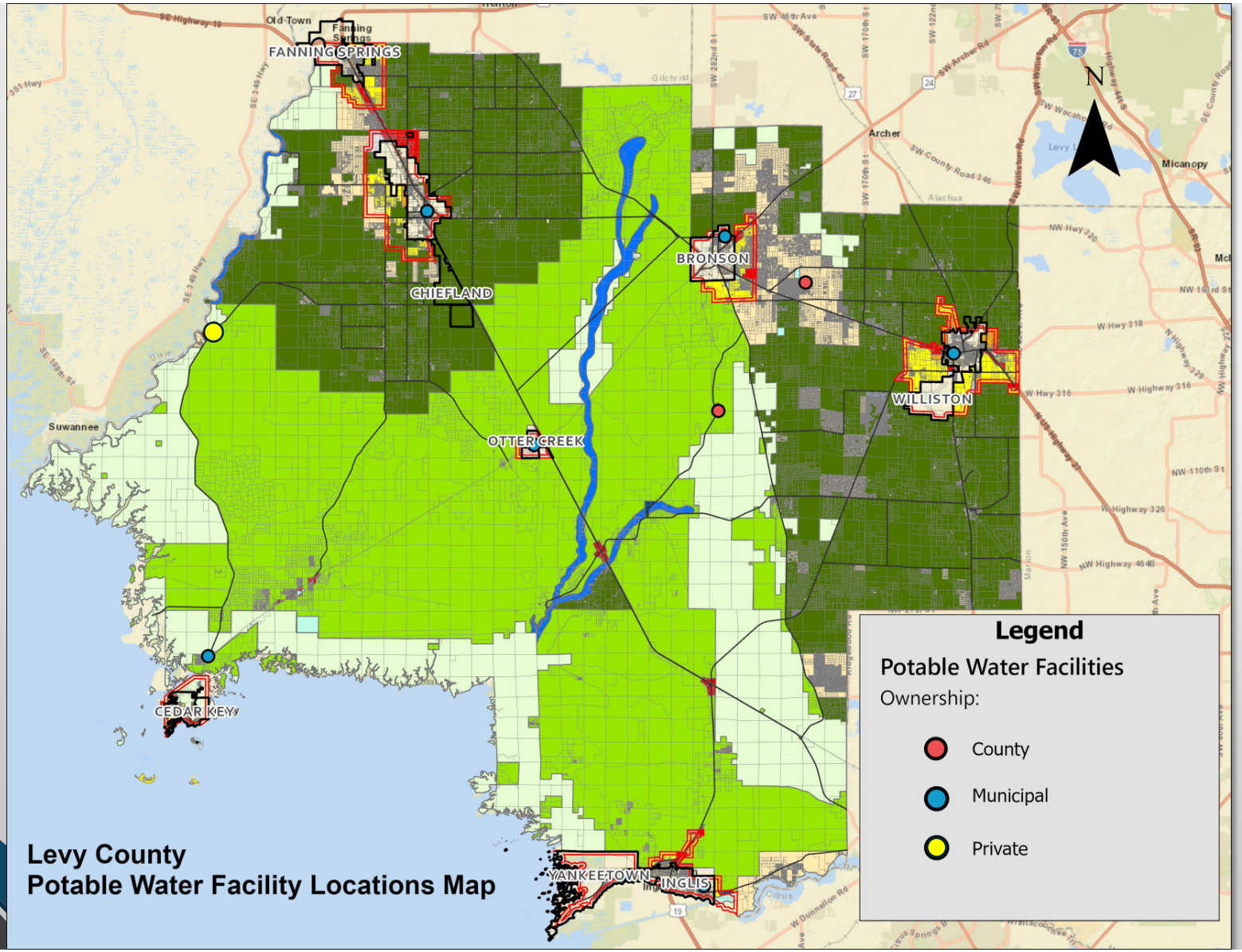
Projections show Levy County has strong utility capacity for 2050 (est. 54,238 residents).

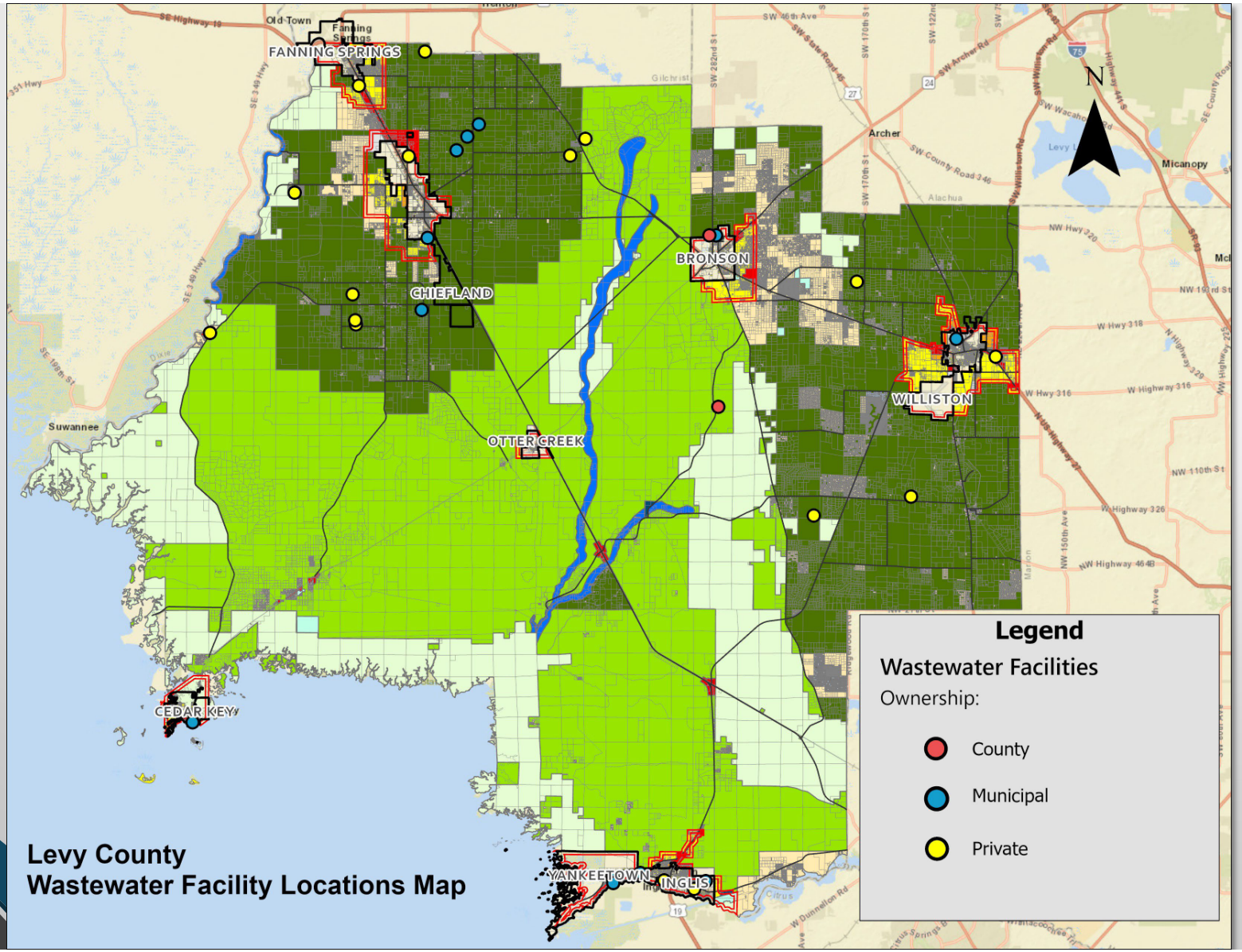
Potable Water: ~107 gallons per capita/day (Well below the 150 GPD maximum standard).

Wastewater: ~20.7 gallons per capita/day (Well below the 100 GPD maximum standard).

Most parcels in unincorporated Levy still rely on onsite wastewater treatment systems

Strategy: Continue directing higher-density growth to Municipal Service Districts (MSDs) to maximize existing centralized facilities.


FANNING SPRINGS
CHIEFLAND
BRONSON
WILLISTON
OTTER CREEK
CEDAR KEY
YANKEETOWN
INGLIS
Suwannee
Archer
Micanopy
Old Town
Fanning Springs
N
Legend
Potable Water Facilities
Ownership:
County
Municipal
Private
Levy County
Potable Water Facility Locations Map


FANNING SPRINGS
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Wastewater Facilities
Ownership:
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Levy County
Wastewater Facility Locations Map

Regional Solutions: The W3C Project

What is it? A proposed $120M regional water/wastewater "hub-and-spoke" system connecting Bronson, Cedar Key, and Otter Creek.

- **Coastal Resilience:** Moving Cedar Key's vulnerable drinking water and treatment facilities off the island to the mainland.
- **Environmental Protection:** Converting 270 septic systems in Bronson to central sewer to protect the Lower Waccasassa Basin.
- **Timeline:** Expected construction between 2025-2027, supported by state grants and FDEP forgivable loans.

Source: Suwanee River Water management District & Waccasassa Water and Wastewater Cooperative

Infrastructure Data – Solid Waste

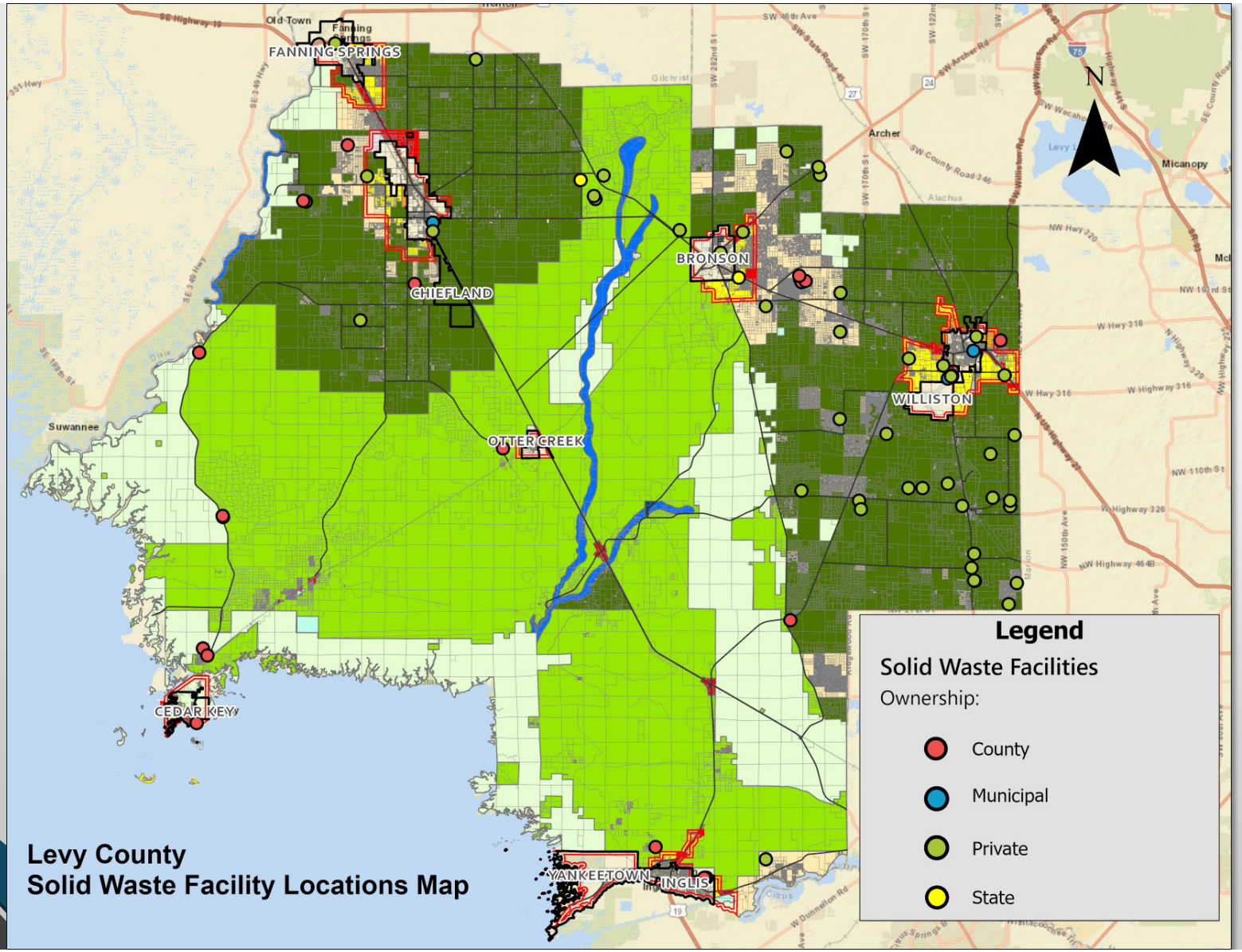
Infrastructure Capacity: Solid Waste Challenges

The Data: Levy County generates about 5.07 lbs. of solid waste per person per day.

The Issue: This exceeds the County's adopted Level of Service standard of **2.8 lbs.** per day.

Future Needs: By 2045, the County is projected to generate over 131 tons of waste daily.

Strategy: Expanded recycling, yard-waste composting, vertical expansion, and optimized collection to extend the landfill's life. Developing additional landfill capacity has an average cost of $500,000 - $1.5 Million per acre.


FANNING SPRINGS
CHIEFLAND
BRONSON
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Solid Waste Facilities
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State
Levy County
Solid Waste Facility Locations Map

Transportation – Current Network & Projections

Level of Service (LOS): The standard for County roads is LOS "C". Currently, almost all county and state roads operate safely at LOS B or C.

Strategic Intermodal System (SIS): US 19, US 27, and Alt 27 are vital freight and travel corridors and cannot operate below LOS C.

The Transportation Element: Supports bicycle and pedestrian connections linking neighborhoods to schools, recreation, and shopping.

Current Policy: Emphasizes access management, right-of-way preservation, and coordination with FDOT.

Connection & Coordination: Airport and regional coordination remain part of the picture - Williston Airport, Cedar Key Airport, and Suncoast Parkway II.

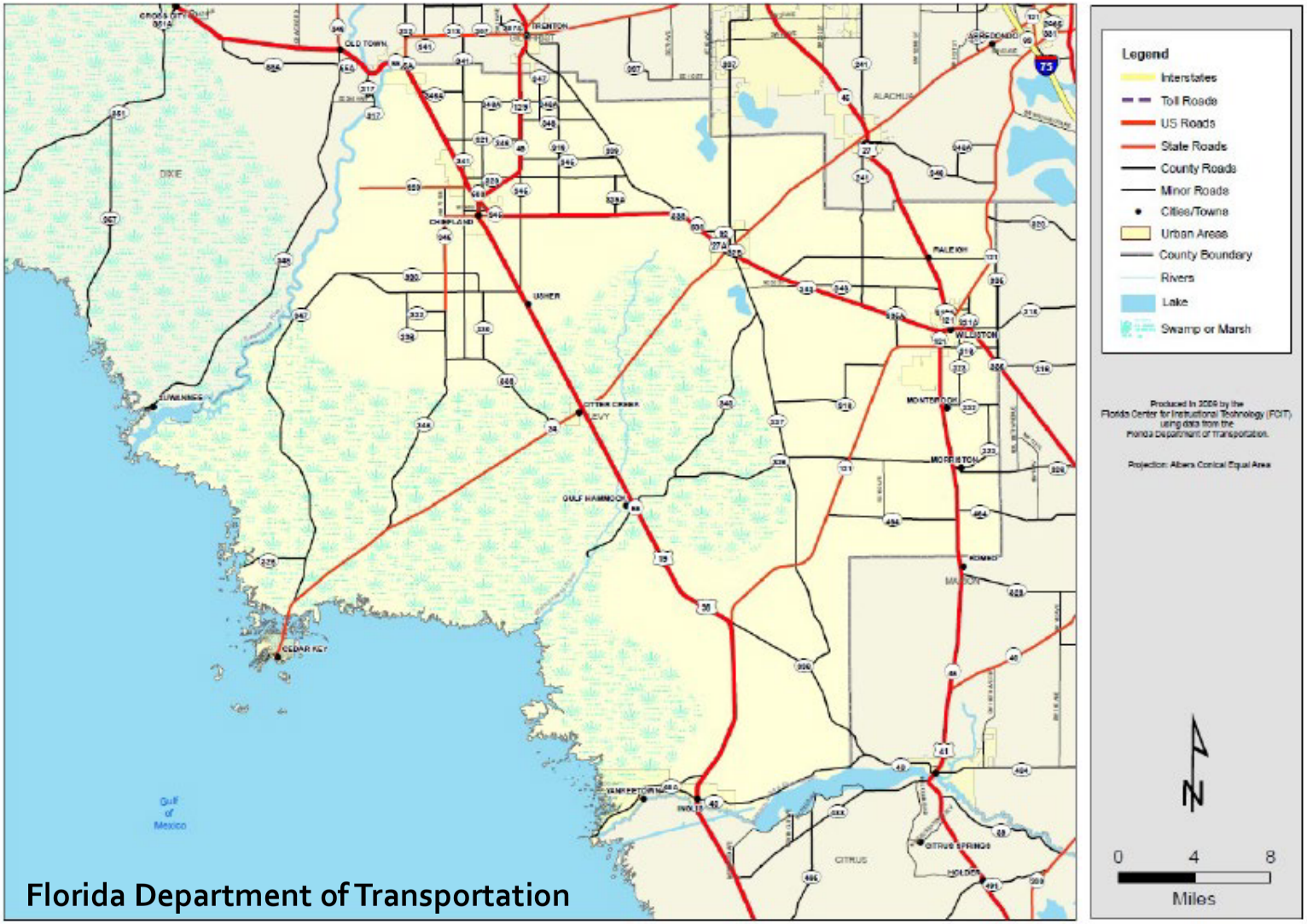
Policy Stance: The County explicitly states that new Greenfield turnpikes/toll roads are *inconsistent* with Agricultural and Conservation lands. (Policy 3.9 – Transportation Circulation Element)

Managing Traffic: U.S. 19 PD&E Study

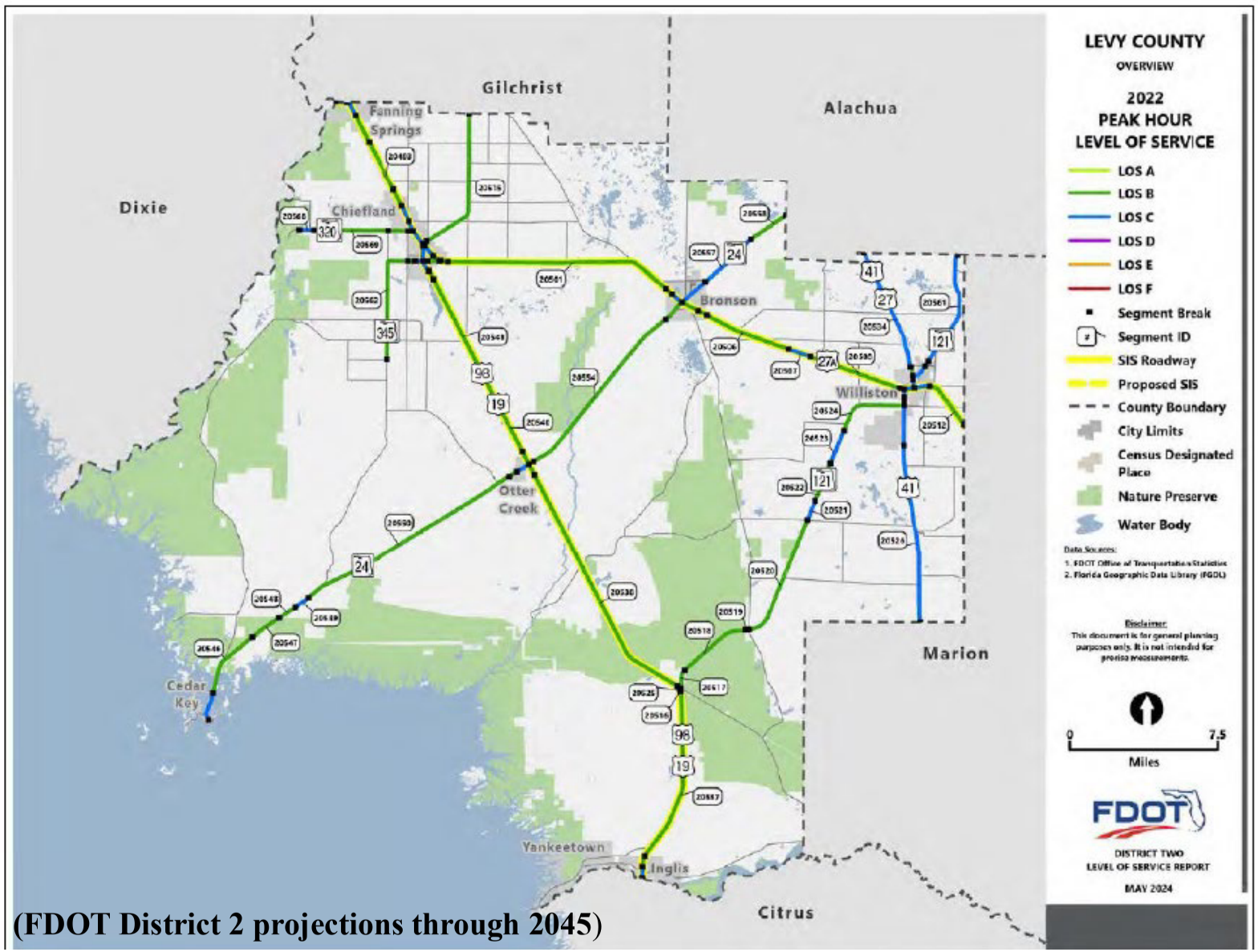
- **The Catalyst:** Anticipating heavy traffic increases when Suncoast Parkway 2 connects to US 19 at Red Level.
- **Lebanon Station:** Reconstructing US 19 over CR 336 with an independent bridge and ramps.
- **Chiefland Strategy:** Evaluating 6-lane express mainlines separated from 1-to-2 lane "frontage roads" to separate high-speed through-traffic from local shoppers.
- **Active Transit:** Standardizing 5-to-6-foot sidewalks and multi-use trails along the corridor.

Source: Florida Department of Transportation – District 2

Levy County Transportation Network



Florida Department of Transportation



(FDOT District 2 projections through 2045)

Capital Improvements – "Pay As You Grow"

Capital Improvements: Funding & Concurrency

What is it? The County's 5-Year schedule for funding major projects (roads, pipes, parks) using grants, gas taxes, and impact fees.

Concurrency (Timing): The County legally requires that infrastructure (water, sewer, roads, schools) must be in place or under construction *before* or *concurrent* with new development.

Fair Share: New developments must pay their proportionate share (via impact fees or developer contributions), so existing taxpayers don't foot the bill for new growth.

Impact Fees vs. Proportionate Share Mitigation

Key Differences

Feature	Impact Fees	Proportionate Share Fees
Legal Basis	Florida Impact Fee Act (§163.31801, F.S.)	Concurrency Requirements (§163.3180, F.S.)
Primary Goal	To fund future infrastructure necessitated by new growth.	To mitigate the specific impact of a project on failing infrastructure.
When Paid	Usually, at the time of building permit issuance.	During the development order/concurrency review phase.
Calculation	Based on a standard fee schedule (e.g., $X per square foot).	Based on the project's specific "share" of a needed road or school improvement.
Scope	Broad (Roads, Parks, Schools, Fire, Police, Libraries).	Limited (Mainly Transportation and Schools).

Capital Improvements – Coastal High Hazard Area

Smart Spending: The Coastal High Hazard Area (CHHA)

The Policy: The County limits public expenditures that subsidize development in highly vulnerable coastal flood zones.

Where funds DO go: Public money in the CHHA is strictly prioritized for:

- Essential public health, safety, and evacuation route improvements.
- Water-dependent facilities (like ports/marinas).
- Public shoreline access and coastal resource restoration.

Key Takeaways & Next Steps

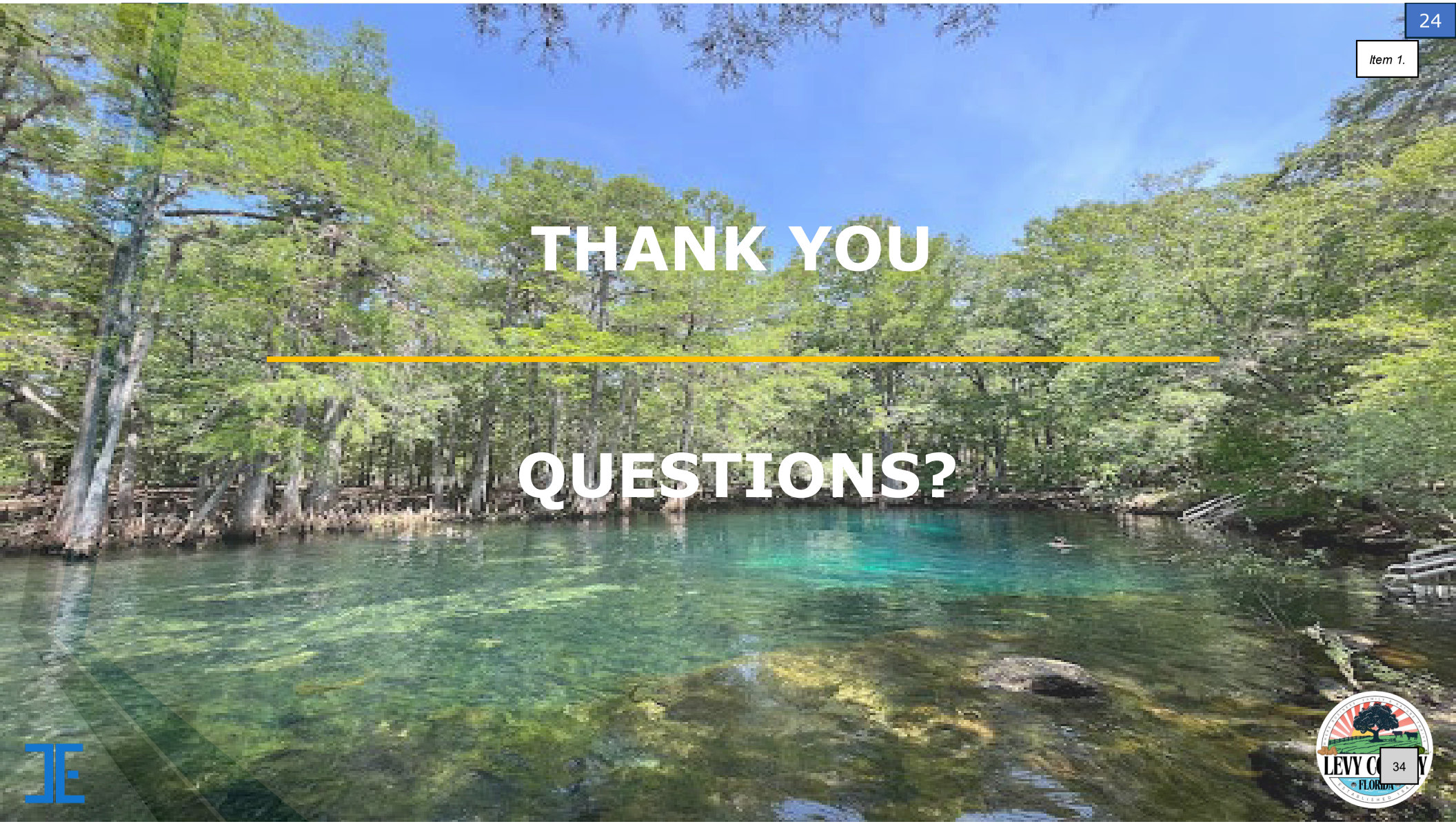
Smart Infrastructure: Maximize existing water/sewer infrastructure within cities; address high rates of solid waste generation.

Protecting Rural Character: Direct residential and commercial growth to appropriate areas through development standards and enforce current density requirements. Maintain goals of discouraging destructive greenfield toll roads.

Fiscal Responsibility: Enforce "Concurrency" so developers pay their fair share and restrict public subsidies for growth in coastal flood zones.

Next Phase: This concludes our workshops. Next step: Drafting the 2050 Comprehensive Plan!

Public input will continue throughout this phase.


THANK YOU
QUESTIONS?

Florida Department of Transportation (FDOT) District 2 (D2) and Levy County have established specific Level of Service (LOS) standards and projections to manage the transportation network's capacity, particularly during peak travel hours.

Adopted Level of Service (LOS) Standards

The LOS is a quantitative measure from A (free-flow) to F (forced flow/congestion) used to describe operational conditions.

- **Strategic Intermodal System (SIS) Highways**: The two major SIS-designated highways in Levy County, **US 19** (SR 55/US 98) and **US 27** (SR 500/US ALT-27) have an adopted LOS standard of **"C"**.
- **County and Non-SIS Roads**: The Levy County Comprehensive Plan mandates a peak hour LOS standard of **"C"** for all county-maintained and non-SIS roads.
- **Development Concurrency**: New developments must maintain these adopted levels; the county may halt building permits if a project would degrade a road segment below its target LOS.

FDOT District 2 Projections & Reports

FDOT D2 utilizes a **Quality/Level of Service (Q/LOS) Handbook** to project roadway capacity through 2045.

- **Analysis Increments**: Projections for current and future volumes and peak hour LOS are provided in **5-year increments** from 2023 to 2045.
- **Methodology Update**: Recent analyses now use **context classification** (e.g., rural vs. urban) rather than just general area types to calibrate thresholds for what constitutes LOS D or better.
- **Specific Studies**: A U.S. 19 Project Development and Environment (PD&E) Study is currently underway to evaluate improvements from Citrus County through Levy County to address future capacity needs.

Typical LOS Descriptions for Planning

According to the Transportation Element guidelines used in the region:

- **LOS C**: Stable flow where speeds and maneuverability are closely controlled by higher volumes, but satisfactory operating speeds are maintained.

- **LOS D**: Approaches unstable flow; operating speeds are tolerable but significantly affected by changes in traffic conditions.

Current FDOT District 2 (D2) data for Levy County indicate that major corridors such as US 19 and US 27 are undergoing significant evaluation as they approach critical capacity thresholds between 2025 and 2030.

US 19 (SR 55/US 98) Projections

US 19 is the primary focus of FDOT's long-term planning in the region due to its role in the Strategic Intermodal System (SIS).

- **Capacity Concerns**: Current traffic levels are increasing, particularly in **Chiefland**, and are expected to surge once the Suncoast Parkway 2 Phase 3 connects to US 19 at Red Level (Citrus County).
- **Ongoing PD&E Study**: FDOT D2 is conducting a **Project Development and Environment (PD&E)** study to achieve "free-flow" conditions from the Suncoast Parkway terminus north to **NW 140th Street in Chiefland**.
- **Intervention Goals**: To maintain the adopted **LOS C**, the study is evaluating interchanges, overpasses, and frontage roads to replace traditional signalized intersections that currently hinder flow.

US 27 (SR 500/US ALT-27) Projections

US 27 serves as a vital freight link between Williston, Ocala, and Gainesville.

- **2025–2030 Focus**: This corridor has historically faced "inadequate future capacity," specifically on the two-lane sections near the Levy/Marion County line.
- **Operational Standards**: Like US 19, US 27 is a SIS facility with an adopted LOS standard of "C".
- **Infrastructure Strategy**: Recent planning emphasizes widening segments to four-lane divided sections and implementing stricter access management to prevent degradation to LOS D.

County-Wide 5-Year Outlook (2025–2030)

Feature	2025 Estimate	2030 Projection
Levy County Population	~46,091	~48,300
System LOS Goal	LOS C	LOS C
Key Risk	Rural/Uncontrolled Access	Congestion from Suncoast Connection

Source Data: Projections are based on the FDOT District 2 LOS Report.

The US 19 PD&E Study (Red Level to Chiefland) is currently identifying conceptual locations for interchanges and overpasses to achieve "free-flow" conditions. While final designs are pending, the following locations are the primary focus for the Suncoast Parkway 2 Phase 3 connection and subsequent upgrades in Levy County:

Suncoast Parkway 2 Phase 3 (Citrus to Levy Connection)

This phase extends the toll facility 10 miles from CR 486 to US 19 at the southern edge of Levy County.

- **US 19 at Red Level**: A major new interchange is planned where the Suncoast Parkway 2 Phase 3 will merge into US 19. This serves as the primary "gateway" for traffic entering Levy County from the south.
- **CR 495 (Citrus Ave)**: A new interchange is proposed at this location, just south of the Levy County line, to manage regional access before the highway meets US 19.
- **W. Dunnellon Road**: This road will be realigned to accommodate the new SR 589/US 19 interchange.

Levy County US 19 PD&E Focus Areas

As part of the broader effort to maintain **LOS C** through 2045, FDOT is evaluating grade-separated improvements at these key intersections:

- **Lebanon Station (US 19 & SR 121/CR 336):** A specific project is underway to reconstruct US 19 over CR 336 with an independent bridge and full entrance/exit ramps to SR 121.
- **Inglis/Yankeetown Area**: Conceptual designs are being reviewed for the US 19 corridor near **SR 40**, aiming to eliminate signalized delays for long-distance travel.
- **Chiefland (South to NW 140th St)**: The study area terminates at NW 140th Street, where researchers are looking at frontage roads and interchanges to bypass the heavy local business traffic that currently causes peak-hour congestion.

For the **US 19 PD&E Study (Red Level to Chiefland)**, FDOT District 2 is evaluating "controlled access" configurations to maintain free-flow traffic. While specific engineering drawings for every block in Chiefland are still being finalized in the current 2025–2026 phase, the conceptual "Typical Sections" for these one-way frontage roads follow a standardized FDOT design intended for high-volume corridors.

Conceptual Typical Section: One-Way Frontage Roads

Based on FDOT's standard controlled-access design criteria and study goals for Chiefland, the proposed layout typically includes:

- **Mainline (US 19 Express)**: A 6-lane divided highway (three 12-foot lanes in each direction) separated by a concrete barrier or wide median. This "express" portion is intended for long-distance travelers and will have no traffic signals.
- **One-Way Frontage Roads**: Located on both the northbound and southbound sides of the mainline to handle local business access.
    - **Lanes**: Usually **1 to 2 lanes** (11–12 feet wide) in each direction.
    - **Speed Limit**: Typically posted at **45 mph** to accommodate frequent turns into businesses.
    - **Pedestrian/Bike Facilities**: A **5- to 6-foot sidewalk** is standard on the outer side, often accompanied by a **4-foot marked bike lane** or a **12-foot multi-use trail** in newer rural-to-urban transitions.

Chiefland Area Strategy (NW 140th Street Focus)

The study specifically looks at how these frontage roads will navigate the "signal desert" in Chiefland (currently 7 traffic lights).

- **Bypassing Congestion**: The goal is to move the through-traffic onto the grade-separated mainline while the frontage roads allow residents to access local shops without entering the high-speed express lanes.
- **Logical Termini**: The study area officially ends at **NW 140th Street**, which acts as a transition point where the controlled access might return to a standard at-grade highway as it moves further north toward Fanning Springs.

Project Status

- **Current Phase**: FDOT is in the **Data Collection and Alternatives Analysis** stage.

Source: FDOT District 2